

WHAT IS CLAIMED IS:

1. Driving unit for a motor vehicle, especially for a passenger automobile of the sport car type, which comprises an internal combustion engine and a housing component preferably for receiving a clutch, a transmission and a differential, wherein the housing component of the driving unit that receives the clutch and is joined to the internal combustion engine has a first bearing and a second bearing for an input shaft as well as an output shaft of the transmission and a third bearing for the differential, a container area for a dry sump lubrication of the internal combustion engine is integrated into the housing component.
2. Driving unit according to claim 1, wherein the housing component and a housing structure of the internal combustion engine are assembled together as separate components on a junction plane.
3. Driving unit according to claim 1, wherein the input shaft and output shaft are disposed transversely across a longitudinal central plane of the passenger automobile.
4. Driving unit according to claim 1, wherein the housing component has a chamber on the side facing the internal combustion engine for the clutch.
5. Driving unit according to claim 4, wherein the clutch is held in position through the medium of a flywheel on a crankshaft of the internal combustion engine.
6. Driving unit according to claim 1, wherein the housing component comprises a first housing part for the first bearing of the input shaft and the third bearing 23 of the differential, a second housing part forming together with the first housing part the second bearing for the output shaft.
7. Driving unit according to claim 6, wherein the second bearings are formed by bearing halves of the first housing part and of the second housing part.

8. Driving unit according to claim 7, wherein the bearing halves are provided on both sides of a plane of separation at which the first housing part and the second housing part are assembled.

9. Driving unit according to claim 1, wherein the plane of separation between the first housing part and the second housing part is relatively upright.

10. Driving unit according to claim 1, wherein the housing component is configured to receive a starter of the internal combustion engine, which cooperates with the clutch.

11. Driving unit according to claim 10, wherein the starter with the starter gear is brought through a side wall of the housing assembly, the starter gear cooperating with a sprocket of the clutch.

12. Driving unit according to claim 1, wherein the housing component is provided on a side facing away from the internal combustion engine with at least one support bracket for the mounting of a driving unit.

13. A driving unit for a motor vehicle, comprising:

an internal combustion engine;

a housing component for receiving at least one of a clutch, a transmission and a differential, wherein the housing component is joined to the internal combustion engine, the housing component including,

a first bearing,

a second bearing for an input shaft and an output shaft of the transmission,

a third bearing for the differential, and

a container area for a dry sump lubrication of the internal combustion engine.

14. The driving unit according to claim 13, wherein the housing component and a housing structure of the internal combustion engine are assembled together as separate components on a junction plane.

15. The driving unit according to claim 13, wherein the input shaft and output shaft are disposed transversely across a longitudinal central plane of the passenger automobile.

16. The driving unit according to claim 13, wherein the housing component includes a chamber for the clutch on a side facing the internal combustion engine.

17. The driving unit according to claim 16, wherein the clutch is held in position through a medium of a flywheel on a crankshaft of the internal combustion engine.

18. The driving unit according to claim 13, wherein the housing component includes a first housing part for the first bearing for the input shaft and the third bearing 23 for the differential, and a second housing part forming together with the first housing part for the second bearing for the output shaft.

19. The driving unit according to claim 18, wherein the second bearings includes bearing halves of the first housing part and of the second housing part.

20. The driving unit according to claim 19, wherein the bearing halves are provided on both sides of a plane of separation at which the first housing part and the second housing part are assembled.

21. The driving unit according to claim 20, wherein the plane of separation between the first housing part and the second housing part is relatively upright.

22. The driving unit according to claim 13, wherein the housing component is configured to receive a starter of the internal combustion engine, which cooperates with the clutch.

23. The driving unit according to claim 22, wherein the starter having a starter gear is brought through a side wall of the housing assembly, the starter gear cooperating with a sprocket of the clutch.

24. The driving unit according to claim 13, wherein the housing component has, on a side facing away from the internal combustion engine, at least one support bracket for the mounting of a driving unit.

25. A method for making a driving unit for a motor vehicle, comprising the steps of:

providing a housing component for receiving at least one of a clutch, a transmission and a differential;

joining the housing component to an internal combustion engine of the vehicle; and

providing the housing component with

a first bearing,

a second bearing for an input shaft and an output shaft of the transmission,

a third bearing for the differential, and

a container area for a dry sump lubrication of the internal combustion engine.